

U.S.S. BUTTERNUT (AN-9)

FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 96601

ANL9:GBP:ceg  
5750  
Ser: 43  
3 March 1969

From: Commanding Officer, USS BUTTERNUT (ANL 9)  
To: Chief of Naval Operations (OP-09B9)

Subj: Command History

Ref: (a) OPNAVINST 5750.12A

Encl: (1) USS BUTTERNUT (ANL 9) History for 1968

1. In accordance with reference (a), enclosure (1) is forwarded herewith.  
Enclosure (1) is organized into divisions as recommended by reference (a).

  
G. B. PHILLIPS

COMMAND HISTORY

USS BUTTERNUT (ANL 9)

1 JANUARY - 31 DECEMBER

1968

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of May 1968

Section 1

USS BUTTERNUT (ANL 9)  
Ship's History 1968

CHRONOLOGY

1 January 1968	Resting on keel blocks in Harbor Boat Building Company drydock at Terminal Island, California for yard overhaul.
5 January 1968	Came out of drydock and shifted berths to Main Pier, Harbor Boat Building Company, Terminal Island, California to continue yard overhal.
15 January 1968	Retirement ceremony. ACHIM, F. A., CS1, USN transferred to the Fleet Reserve.
12 February 1968	Underway in OPAREA LBeta for sea trials. Conducted various tests, power runs and exercised the crew at general drills. Upon successful completion of sea trials returned to Pier 10, U. S. Naval Station, Long Beach, California.
15-16 February 1968	Underway for ISE, conducted precision anchoring, Radar navigation, measured mile, speed trials and exercised the crew at various drills.
19 February 1968	Shifted berths to Pier 6, Long Beach Naval Shipyard and conducted inclining experiment.
18-19 March 1968	Underway. Towed YFN 658 loaded with ammunition from Seal Beach to San Diego, California
26 March 1968	Underway in local OPAREA to swing ship and compensate ship's compass.
16 April 1968	Underway. Towed YSD-60 to Wilson Cove, San Clemente Island from Long Beach, California.
18 April 1968	Rescued two men from capsized catamaran sailboat (See special report).
7 May 1968	Underway to swing ship and complete compensating Ship's compass.
21 May 1968	Underway. Towed YSD-60 from San Clemenete Island to Long Beach, California.
21-24 May 1968	Underway Santa Barbara Channel assisting in search for lost missile package from Pacific Missile Range.
3 June 1968	Retirement ceremony. PENNINGTON, E. H., ENC, USN and HARLAN, C. R., HMC, USN transferred to the Fleet Reserve.

5-7 August 1968	Underway. Conducted 50,000 lb pull test on Sea Lab III mooring anchors at San Clemente Island.
12 August 1968	Underway. Towed YSD-60 to Wilson Cove, San Clemente Island from Long Beach, California.
9-11 September 1968	Underway. Conducted precision placement of 30 ton "clump" for Sea Lab III house at San Clemente Island.
21-22 October 1968	Underway. Planted four-point moor in LBeta area for NUWC bottom core sampling project.
24 October 1968	Underway. Retrieved four-point moor in LBeta area.
4-5 November 1968	Underway enroute San Diego with YC 1383 in tow. Loaded YC with tetrahedron at San Diego and towed to San Clemente Island.
19-20 November 1968	Underway. Planted four-point moor in Santa Barbara Channel for bottom sample project.
22 November 1968	Underway. Placed targets for torpedo war shots for USS SOMERS (DDG 34).
25 November 1968	Underway. Recovered four-point moor in Santa Barbara Channel.
9-10 December 1968	Underway. Towed mock-up of "Trieste" from Long Beach to San Diego.
13 December 1968	Underway. Planted four-point moor in Santa Monica Bay for bottom coring operation.
13 December 1968	LT G. B. PHILLIPS, USN reported on board for duty as prospective Commanding Officer.
20 December 1968	Change of Command ceremony. LCDR D. L. SOLOMON 646587/6002, USN was relieved by LT G. B. PHILLIPS 658161/6002, USN as Commanding Officer.
23 December 1968	Underway. Retrieved four-point moor in Santa Monica Bay.

SECTION 2  
PART 1

NARRATIVE

Command Organization

a. Commanding Officer

1 January 1968 to 20 December 1968

LCDR D. L. SOLOMON, USN, (b) (6) 6002

20 December 1968-31 December 1968

LT G. B. PHILLIPS, USN, (b) (6) 6002

b. Home Port: Long Beach, California

c. Mission and Function of Command: Provide support to NUWC (Naval Undersea Warfare Center) in the testing and development of ASW weapons and participation in other projects in the following ways:

(1) Serving as a launch platform for testing MK 46-O and MK-46-1 torpedoes.

(2) Serve as command and control ship for torpedo tests involving air drops.

(3) Lay and recover deep moors for such projects as bottom sampling operations observed by CURV (Controlled Undersea Recovery Vehicle).

(4) Handling targets and test gear for live torpedo "war shot" tests.

(5) Provide towing services as required.

(6) Provide light salvage capability.

(7) Provide diver support.

(8) Assist in projects such as Sea Lab III preparation.

(9) Search and Rescue capability.

Composition of Command

USS BUTTERNUT (ANL 9) is assigned to Commandant Eleventh Naval District. COMELEVEN has assigned BUTTERNUT to NUWC Pasadena for operational control. Personnel are under the cognizance of EPDOPAC and BUPERS. BUTTERNUT is considered Sea Duty for rotational purposes.

## Part 2

### TORPEDO TESTING

The primary mission for the USS BUTTERNUT (ANL 9) during 1968 was that of a launch platform for the testing of MK 46 torpedoes for NUWC (Naval Undersea Warfare Center). The ship was underway 28 times during the year for this purpose, firing a total of 46 torpedoes and acting as control ship for 2 air drops.

The majority of the torpedo operations took place in operation area LBeta off Long Beach, California, with several tests being conducted in Santa Monica Bay. Normal procedure was to have the BUTTERNUT lying dead in the water with two NUWC torpedo retrieving boats positioned according to the test specifications with targets and listening gear in the water. The torpedoes are fired from tubes mounted on the O1 level.

Because torpedo operations were the primary mission and most frequent use of the ship during 1968, the underway dates for each operation were not listed separately in the chronology. However, the BUTTERNUT's average underway time was once a week, three weeks per month for torpedoes.

The torpedo program was slightly less active in 1968 than 1967.

Several crew members of the BUTTERNUT briefly became movie stars during the summer of 1968, when they participated in the filming of portions of a training film on the Mark 46 Torpedo. The final preparation and loading of the torpedo were filmed on board USS BUTTERNUT.

PART 3

SEA LAB PREPARATION

The BUTTERNUT was assigned several tasks in preparation for Sea Lab III. Two of the jobs tested the ingenuity of the ship and NUWC engineers.

The first requirement was to exert a 50,000 lb pull test on 5 of the mooring anchors for the Elk River IX 501 at the habitat site. Wires were rigged from the fore and aft net winches to the mooring wires of anchors on opposite sides of the habitat site. The winches by themselves were not powerful enough to exert more than 30,000 lbs pull. By using the ship's engines at 2/3 and standard speed ahead in combination with the winches, 50,000 lbs pull was attained.

The only major problem that occurred was a small electrical fire that occurred when the resistor banks to the forward winch overheated. The crew responded well, extinguishing the fire quickly and making repairs so the job could be completed without undue delay.

The other first for the BUTTERNUT was the precision placement of the 30 ton "clump". This 30 ton anchor was to be the base for the house to be built as part of an experiment by the aquanauts in the Sea Lab III Program.

A 12" I beam was welded across the BUTTERNUT's horns to distribute the weight. Both anchor wires were taken off the forward winch reels and replaced with wires to be used in lowering the clump.

The BUTTERNUT went into the 5 point Sea Lab moor the night before the drop. Using survey spotters on San Clemente Island and special charts, the BUTTERNUT was plotted in to a precise position. By tightening and slacking the various mooring lines, the ship was positioned with the horns directly over the intended drop position. The next morning very little readjustment was necessary and the 100 ton crane YD 197 brought the 30 ton clump out from the island. The YD made up to BUTTERNUT's starboard side. The two 1 $\frac{1}{4}$ " wires were reeved through blocks on the 12" I beam and then shackled to the bridle on the 30 ton clump. The YD then raised the clump from her deck and lowered it 50 feet beneath the BUTTERNUT's horns. At this point the BUTTERNUT took the full weight while the crane slacked her wire. BUTTERNUT divers quickly disconnected the crane's wire and when the divers were back on board, the BUTTERNUT commenced lowering the 30 ton clump to the bottom. The surveyors on the beach said the clump was well within the 15 foot circle that marked the desired position. See documentary annex for blueprint.

#### PART 4

#### LAYING FOUR POINT MOORS

The crew of the BUTTERNUT has become quite proficient in laying four point moors. On three occasions USS BUTTERNUT (ANL 9) was called upon to plant and then retrieve four point moors for the purpose of mooring a research vessel taking core samples of the bottom while YTM 759 was moored next to it to observe the operation with CURV (Controlled Undersea Recovery Vehicle).

All three operations took place in approximately 300 feet of water.

The first moor consisted of four 3,000 lb danforth type anchors each with a 1,000 foot shot of wire and a 60" net buoy. The wires were hung in loops from the horns with marlin and the anchors balanced on the edge of the deck. Using a buoy placed by a TRB as a point of reference, the ship was maneuvered at 1/3 and 2/3 speed, cutting the anchors loose over the correct positions and letting the weight pull the wire and buoy in as the ship moved along.

This method worked well and is fast. However, when it came time to retrieve the moor it was found one anchor had fouled, apparently when dropped. One anchor and shot of wire was lost during the retrieving process when a chain stopper parted, fortunately no personnel injuries resulted.

The second four point moor was planted in the Santa Barbara Channel. Because of the distance to the site, it was decided not to have the wires looped from the horns where they would be likely to tangle from wave action. Instead the anchors were lowered into place from the winch gypsy heads. We found this method to be more time consuming but we were able to get very precise positioning. For this moor, two 5,000 lb patent anchors each with a shot of heavy chain and 1,000 feet of wire and two 3,000 lb danforths with 1,000 feet of wire were used. This moor was retrieved with no mishaps. The retrieving procedure was altered to prevent loss of an anchor in the event of a mishap.

The third moor consisted of the same equipment used in the Santa Barbara moor. This one was planted using the quick release method similar to the way the first moor was laid, with the improvement of tying the loops of wire to 4 X 4 posts which were positioned across the horns, giving better spacing with less chance of entanglement.

The drop went very well, using a radar reflector on small buoy as a reference point. It took approximately 30 minutes per anchor to plant the moor. Retrieving this moor also went very smoothly, taking approximately 45 minutes per anchor to retrieve them.

The officers and crew have learned much by these experiences as is evidenced by the speed, (less than 1/2 the time it took to recover the first moor), safety and smoothness of the last operation.

PART 5

BUTTERNUT PERFORMS RESCUE MISSION

While returning from torpedo operations on 18 April 1968, about 8 miles south of Long Beach, one of the BUTTERNUT's lookouts observed a sailboat capsized about a mile away on the port bow. The OOD was immediately called and BUTTERNUT altered course to render assistance.

The capsized boat was a 36 foot catamaran sailboat, the IMUA. The owner and a teenage boy were brought aboard the BUTTERNUT and the ship's hospitalman attended to a small cut above the boy's eye. The crew generously loaned dry clothes to the unfortunate mariners.

The Coast Guard was called to assist in salvaging the capsized boat. Within a short time USCGC Cape Hatteras arrived. BUTTERNUT turned the boat over to the HATTERAS and proceeded to port with the rescued men.

See excerpt from Family Newsletter for further information.

PART 6

SUPPLY AND LOGISTICS

The major problem experienced by the BUTTERNUT in 1968 was a complete lack of OPTAR, RA and TA Funds from the 1st of July until 21 October. NUWC Sea Range was very generous, giving the BUTTERNUT necessary support by purchasing emergency repair parts and loaning housekeeping essentials such as cleaning gear, toilet paper and other consumables.

After weeks of long telephone conversations with people in Washington, D. C., CINCPACFLT in Hawaii, COMELEVEN and after many messages had been generated on the subject, funds were finally made available from COMSERVPAC to NUWC Pasadena for the support of the BUTTERNUT.

This represented a major change in funding policy for the BUTTERNUT as funds in the past had come from COMSERVPAC to COMELEVEN hence to the BUTTERNUT.

The new system is also different in that BUTTERNUT no longer controls her own requisitions, but sends them to NUWC Pasadena to be processed.

The new system has worked relatively well except in cases when an emergency repair parts are required.

SECTION III

Documentary Annex

A. Contents

Annexes not retained.

- (1) Photographs (Identified Individually)
- (2) Ship's Roster as of 31 December and Personnel Statistics
- (3) Sea Lab III 30 Ton Clump Installation Blue Prints
- (4) Mooring - Core Sample "CURV" Blue Prints
- (5) Excerpt from USS BUTTERNUT (ANL 9) Family Newsletter of May 1968

## PERSONNEL

There has been a complete turn over of officers on the USS BUTTERNUT during 1968. At present the USS BUTTERNUT is one officer over allowance. A list of officers on board in December 1968 follows.

<u>NAME</u>	<u>RANK</u>	<u>FILE NUMBER</u>	<u>DEPARTMENT</u>
George B. PHILLIPS	LT	(b) (6) /6002	C.O.
Douglass BLOUNT	LTJG	/1105	X.O.
Leslie A. HOWITT	LTJG	/1105	LST LT.
Edward J. GUELPA, JR.	ENS	/1105	SUPPLY OFF.
Theron C. HOLMES	CWO-4	/7431	ENG. OFF.

USS BUTTERNUT has also had a high turnover rate in the enlisted men in 1968, with a total of sixty-two personnel transactions. Twenty-six men were transferred from the USS BUTTERNUT and twenty-eight men were received for duty. Five men were separated on board with three others retiring to the Fleet Reserve. Approximately 14% of the crew reenlisted on board and one seaman applied and was accepted at OCS and has subsequently been commissioned ENSIGN. A roster of the crew as of 31 December 1968 follows:

<u>NAME</u>	<u>RATE</u>	<u>SERVICE NO.</u>	<u>DEPARTMENT</u>
JAMES, Raymond A.	EMC	(b) (6)	ENG
CREWS, Jack L.	SFC		ENG
JIMENEZ, Benjamin G.	SK1		SUPPLY
BROOKS, William F.	QM1		OPS
CASELL, Michael P.	RD1		OPS
WEBB, Roger F.	HM1		OPS
DECRISTOFARO, Wayne G.	BM1		DECK
DUNAHOE, Samuel D.	EN1		ENG
GRAF, Carl E.	YN2		OPS
HERMAN, Rodney R.	RM2		OPS
OLSEN, Carl W.	EN2		ENG
STANLEY, Carlyle M.	EM2		ENG
GOODRIE, David T.	EN2		ENG
SEIDENSTRICKER, Franklin P.	CS2		SUPPLY
HAZEN, Harvey M.	CS2		SUPPLY
BROOKS, Errol W.	SM2		OPS
BARZ, Larry E.	RM2		OPS
DING, Clyde C.	ETR3		OPS
POPE, Charles E. JR.	GMG3		DECK
EGRIN, Evan R.	BM3		DECK
O'NEAL, John W. III	BM3		DECK
CATABAY, Felipe B.	SD3		SUPPLY
BEACHEM, Roger R.	EN3		ENG
AGUILERA, Alfred NMN	EN3		ENG
HICKMAN, Gerald O.	SMSN		OPS
HOSKINSON, William O. JR.	QMSN		OPS
ANDERSON, Stephen N.	SN		DECK

<u>Name</u>	<u>Rate</u>	<u>Service No.</u>	<u>Department</u>
STOOTS, William A. JR.	SN	(b) (6)	DECK
BRAGG, George E.	SN		SUPPLY
BEU, Karl M.	FN		ENG.
BARTLEY, John W. III	FN		ENG.
DURHAM, William D.	FN		ENG.

Dear Family,  
I hope this letter finds you all well. I have been thinking about you all a great deal lately. I am doing well here, but I miss you all very much. I hope you are all happy and healthy. I will write again soon.

I hope you are all well. I have been thinking about you all a great deal lately. I am doing well here, but I miss you all very much. I hope you are all happy and healthy. I will write again soon.

I hope you are all well. I have been thinking about you all a great deal lately. I am doing well here, but I miss you all very much. I hope you are all happy and healthy. I will write again soon.

Respectfully,

Excerpt from USS BUTTERNUT (ANL 9) Family Newsletter of May 1968

U.S.S. BUTTERNUT (AN-9)

FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 96601

ANL9:GBP:wet  
5750

Ser: 95  
18 July 1969

From: Commanding Officer, USS BUTTERNUT (ANL 9)  
To: Chief of Naval Operations (OP-09B9)

Subj: Command History

Ref: (a) OPNAVINST 5750.12A

Encl: (1) USS BUTTERNUT (ANL 9) History for 1969

1. In accordance with reference (a), enclosure (1) is forwarded herewith. Enclosure (1) is organized into divisions as recommended by reference (a).

  
G. B. PHILLIPS

**COMMAND HISTORY**

**USS BUTTERNUT (ANL 9)**

**1 JANUARY - 18 JULY**

**1969**

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2. Sea Lab III

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Section 1

USS BUTTERNUT (ANL 9)  
Ship's History 1969

CHRONOLOGY

6-7 February 1969	Underway enroute San Clemente Island with Sea Lab III Habitate in tow.
25-26 February 1969	Underway. Towed Sea Lab III Habitate from San Clemente Island to Long Beach.
21-22-23 April 1969	Underway vicinity of San Clemente Island for I. S. E. conducted diver requalification and ships drills.
31 May 1969	NURDC (Naval Undersea Research and Development Center) returned operational control to COMELEVEN.
30 June 1969	Underway. Final voyage Long Beach to Naval Inactive Ship maintenance Facility.
11 July 1969	Received message to strike BUTTERNUT 18 July 1969.
18 July 1969	1000 USS BUTTERNUT (ANL 9) decommissioned

Section 2  
Part I

NARRATIVE

Command Organization

a. Commanding Officer

1 January 1969 to 18 July 1969

LT G. B. PHILLIPS, USN, (b) (6) /6002

b. Home Port: Long Beach, California

c. Mission and Function of Command: Provide support to NURDC (Naval Undersea Research and Development Center) in the testing and development of ASW weapons and participation in other projects as follows:

- (1) Serve as launch platform for MK46 torpedoes test firings.
- (2) Serve as a command and control ship for torpedo tests involving air drops.
- (3) Provide towing services.

d. Composition of Command

USS BUTTERNUT (ANL 9) was assigned to Commander ELEVENTH Naval District. BUTTERNUT was assigned to Naval Undersea Research and Development Center for operational control from 1 January 1969 until 31 May 1969 by COMELEVEN.

On 31 May NURDC returned operational control to COMELEVEN, having no further use for the ship.

## Part II

### TORPEDO TESTING

The primary mission in the last six months of the USS BUTTERNUT's service was testing MK 46 torpedoes for NUWC. The ship was underway 15 times for 16 torpedo shots and acted as control ship for 5 torpedo air drops.

The majority of the torpedo shots took place in the San Pedro Channel between Long Beach and San Catalina Island. Normal procedure was to have BUTTERNUT lying dead in the water with two or three torpedo retrieving boats taking specific stations. One in position the TRB's would place test gear in the water. The BUTTERNUT then maintained station and launched the torpedoes when all units were ready. The torpedoes were fired from torpedo tubes located on the 02 level or from a slide device on the fantail.

### SEA LAB III

Support of Sea Lab III in 1969 consisted of towing the lab to San Clemente Island once and bringing it back to Long Beach three weeks later. No serious problems were encountered in the operation. The barge with the Sea Lab was taken alongside in power tow until outside the Long Beach breakwater and clear of traffic at which time it was streamed astern at approximately 1000 feet on  $1\frac{1}{4}$  inch wire.

The return trip was complicated by the temporary loss of one of the BUTTERNUT's main engines due to shearing of the cooling pump drive shaft. This situation made it difficult to retrieve the tow to short stay because one engine will not supply deck power to the winch while maintaining power to the screw at below standard speed. The Sea Lab was delivered on time however.

### Part III

#### DECOMMISSIONING

Since the beginning of 1969 there were rumblings that BUTTERNUT was coming to an end of her usefulness to the Navy. It became increasingly apparent that she was an economic liability.

Although NURBC still had many uses for the ship, the torpedo program from the standpoint of the BUTTERNUT tapered off considerably from the tempo of operations in recent years. With the new funding policy coming into effect it became apparent that financial support would not be available for BUTTERNUT. NURBC reluctantly returned the BUTTERNUT to 11th Naval District at the end of May. By 30 June BUTTERNUT was making her final voyage to San Diego for deactivation. After several false starts the final word came on 11 July to strike BUTTERNUT. The officers and men put in many long hours during the succeeding week readying the ship for striking. The ceremony took place on 18 July 1969 with Chief of Staff 11th Naval District, Captain S. W. VEJTASA, USN and Captain ZIGLER, USN, Commanding Officer, Naval Inactive Ship Maintenance Facility present to carry out the ceremony.

# Part IV

## SHIP'S ROSTER

### OFFICERS

George B. PHILLIPS  
 Douglass BLOUNT  
 Leslie A. HOWITT  
 Edward J. GUELPA  
 Theron C. HOLMES

LT  
 LT  
 LTJG  
 ENS  
 CWO-4

(b) (6) 6002  
 1105  
 1105  
 1105  
 7431

C.O.  
 X.O.  
 1ST LT.  
 SUPPLY OFF.  
 ENG. OFF.

### ENLISTED

JAMES, Raymond A. EMC  
 CREWS, Jack L. SFC  
 JIMENEZ, Benjamin G. SKC  
 BROOKS, William F. QM1  
 WEBB, Roger F. HM1  
 DUNAHOE, Samuel D. EN1  
 TAYLOR, William C. YN2  
 GOODRIE, David T. EM2  
 SEIDENSTRICKER, Franklin P. CS2  
 BARZ, Larry E. RM2  
 POPE, Charles E. Jr. GMGSN  
 EGRIN, Evan R. BM2  
 O'NEAL, John W. III BM2  
 STACKHOUSE, Dale R. ETN2  
 CATABAY, Felipe B. SD3  
 BEACHEM, Roger R. EN3  
 AGUILERA, ALFRED EN3  
 HICKMAN, Gerald O. SM3  
 STOOTS, William A. Jr. BM3  
 HOSKINSON, William O. Jr. QMSN  
 ANDERSON, Stephen N. SN  
 BRAGG, George E. SN  
 BEU, Karl M. FN  
 BARTLEY, John W. III FN  
 DURHAM, William D. FA  
 PLUNKETT, David R. RDSN  
 HUNTER, Eugene E. CS3

(b) (6)

ENG  
 ENG  
 SUPPLY  
 OPS  
 OPS  
 ENG  
 OPS  
 ENG  
 SUPPLY  
 OPS  
 DECK  
 DECK  
 DECK  
 OPS  
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 OPS  
 DECK  
 SUPPLY  
 ENG  
 ENG  
 ENG  
 OPS  
 SUPPLY



DEPARTMENT OF THE NAVY  
NAVAL SHIP SYSTEMS COMMAND  
WASHINGTON, D. C. 20360

YAG-60  
IN REPLY REFER TO  
04331A:DH:rlr  
YAG-60  
Ser 681-04331A  
13 July 1971

From: Commander, Naval Ship Systems Command  
To: Distribution List

Subj: Disposal of EX-BUTTERNUT (YAG-60)

Ref: (a) CNO ltr ser 990P43 of 25 Jun 71  
(b) OPNAVINST 4440.4E

Encl: (1) Summary of Actions and Timetable incident to disposal

1. The Secretary of the Navy approved the striking of the subject ship from the Naval Vessel Register effective 1 July 1971 and subsequent disposal. The Chief of Naval Material has directed that Commander, Naval Ship Systems Command arrange for stripping and sale of the subject ship in accordance with reference (a).

2. The subject ship is:

a. Berthed at Inactive Ship Maintenance Facility, Pearl Harbor.

b. Under the Custody of Commanding Officer, Inactive Ship Maintenance Facility, Pearl Harbor, who will perform non-industrial stripping within the meaning of reference (b).

c. Selected for use in the Inactive Ship Supply Overhaul Program.

3. Addressees are requested to comply with the provisions set forth in enclosure (1) within the timeframes outlined below:

a. Systems Commands, BUMED and Inventory Managers: 27 August 1971

b. Fleet and Type Commanders: 17 September 1971

c. Custodian: 15 October 1971

C. A. BELLIS  
By direction

DISTRIBUTION LIST

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COMNAVRESTRACOMD (Code 42)  
ONR  
GSA-UDS (3)  
DHEW-SPUD  
NAVSUPSYSCOMHQ (SUP-07, SUP-064)  
NAVAIRSYSCOMREPPAC  
NAVORDSYSSUPPOPAC  
NAVELEX (013A)  
BUMED (CH FLDBR)  
Commandant U.S. Coast Guard (Code FS-3)  
NFSO ALEXANDRIA, VA.  
MARAD WASH.D.C. (Code 743)  
NAVFACENGCOM (Code 10112)  
NSMES, PORT HUENME (Code 4330)

Codes:

Ships 04331  
0141  
04722  
903  
00023  
429/427  
SEC 6200  
6220  
6270  
6320  
6274A

SUMMARY OF ACTIONS AND TIMETABLE INCIDENT TO DISPOSAL

1. Systems Commands, BUMED and Inventory Managers are requested to submit the following by the date specified in paragraph 3.a of the basic letter:

a. Non-industrial stripping lists to the stripping activity (Copy to NavShips 043 and DSSO Newport). Strip lists should include only those items for which an actual or planned requirement exists.

b. Industrial stripping lists to NavShips 043 with copy to DSSO Newport and Custodian. Strip lists must specifically identify the material to be removed. A recent policy change issued by CNO authorized the following type ships, DD, DE, MMD and AGSS types, for sale to buyers from other nations wherein it will be in the best interests of the United States to do so. Accordingly, Industrial stripping for the foregoing type hulls will be accomplished as NON-INDUSTRIAL stripping, therefore Industrial strip lists are not required or desired for the foregoing hulls.

c. Identification of all classified installed equipments to the Custodian along with instructions for declassification and/or offloading, (Copy to NavShips 043 and DSSO Newport). The above lists are to include preservation and packing specifications and shipping instructions; cite funds and accounting data against which costs of preservation and packing are to be lodged.

d. Negative reports are required.

2. FLEET AND TYPE COMMANDERS are requested to accomplish the following by the date specified in paragraph 3.b of the basic letter:

a. Non-industrial stripping as authorized by OPNAVINST 4440.4 (series). Submit Industrial stripping lists (if any) to NavShips 043, copy to DSSO Newport and Custodian, citing funding and accounting data against which packing and crating costs are to be lodged. Paragraph 1.b of this enclosure is applicable.

3. CUSTODAIN will accomplish the following by the date specified in paragraph 3.c of the basic letter:

a. Arrange for non-industrial stripping and declassification. Requests for non-industrial stripping after completion date will be coordinated with DSSO Newport by message (info NavShips 043).

b. Accomplish removal and shipment of Curator material in accordance with OPNAVINST 4770.5 (series).

c. Coordinate Non-industrial stripping desired by GSA-DHEW and U.S. Coast Guard.

d. Obliterate hull numbers in accordance with OPNAVINST 4440.4 (series).

e. Insure demilitarization is accomplished in accordance with DOD Demilitarization Manual.

f. Notify DSSO Newport by message of completion of non-industrial stripping and forward certificate of declassification and demilitarization (copy to NavShips 043).

g. Assemble the following information to assist DSSO Newport in the preparation of the sales invitation. Deliver to DSSO sales representative at the time of merchandising inspection:

- (1) Exact location of vessel.
- (2) Name, address and telephone of cognizant official to be consulted by prospective bidders for inspection of vessel.
- (3) Hours available for inspection.
- (4) Condition of hull.
- (5) Amount of fuel on board; type and amount of ballast (lead, pig-iron, concrete, etc.).
- (6) Value of comparable local commercial berthing.
- (7) For vessels in foreign ports only: Description of ship's characteristics, such as dimensions, tonnage, propulsion, builder and date built and any conversion effected subsequent to original construction.

4. DEFENSE SURPLUS SALES OFFICE, NEWPORT:

a. Coordinate merchandising inspection with Custodian approximately seven working days after report of completion of all stripping.

b. Proceed with disposal after reviewing declassification and demilitarization and when all preliminary conditions have been satisfied.

c. Keep NAVSHIPSYSCOMHQ (SHIPS 043) informed of disposal progress.